

CAPT. DUNSKY HITS THE MARKET

Brings Fine Fare of Halibut —Three Haddockers Here to Market Fares.

Another halibuter at home is sch. Teazer, Capt. Peter Dunskey, from Quero Bank, which docked at the New England Company's wharf this morning with a 22,000 pound fare of fresh halibut, and a small amount of salt and fresh halibut.

From the Cape Shore are schs. Ingomar, Capt. Horace G. Wyle, with 40,000 pounds fresh fish, and sch. Premier, Capt. William Firth, with 30,000 pounds, and sch. Corona, Capt. Dave Caton, with a fine haul of 85,000 pounds. The gill netters had about 125,000 pounds fresh fish yesterday, mostly pollock. A large part of the fish was shipped to this morning's market at the new pier, while some of the local firms took a portion of the pollock.

Gloucester Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Nora B. Robinson, gill netting, 3000 lbs. fresh fish.

Str. Quoddy, gill netting, 12,000 lbs. fresh fish.

Str. Dolphin, gill netting, 7000 lbs. fresh fish.

Str. Rough Rider, gill netting, 6000 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 8000 lbs. fresh fish.

Str. Robert and Edwin, gill netting, 6000 lbs. fresh fish.

Str. Enterprise, gill netting, 6000 lbs. fresh fish.

Str. Bethulia, gill netting, 5500 lbs. fresh fish.

Str. Orion, gill netting, 10,000 lbs. fresh fish.

Str. Evelyn H., gill netting, 5000 lbs. fresh fish.

Str. Ethel, gill netting, 7000 lbs. fresh fish.

Str. Geisha, gill netting, 4000 lbs. fresh fish.

Str. Nashawena, gill netting, 8000 lbs. fresh fish.

Str. Jeffery, gill netting, 800 lbs. fresh fish.

Str. Medomak, gill netting, 5000 lbs. fresh fish.

Str. Julia May, gill netting, 2000 lbs. fresh fish.

Str. Sawyer, gill netting, 3000 lbs. fresh fish.

Str. Water Witch, gill netting, 14,000 lbs. fresh fish.

Str. Mary F. Ruth, gill netting, 1500 lbs. fresh fish.

Sch. Ralph Brown, shore.

Sch. Helen B. Thomas, shore.

Sch. Teazer, Quero Bank, 22,000 lbs. fresh halibut, 10,000 lbs. salt cod, 8000 lbs. fresh fish.

Sch. Ingomar, Cape Shore, 35,000 lbs. fresh fish.

Sch. Premier, Cape Shore, 30,000 lbs. fresh fish.

Str. Thelma, netting, 300 fresh mackerel, (220 fresh mackerel yesterday).

Sch. W. H. Reed, netting, 300 fresh mackerel.

Sch. Corona, Cape Shore, 35,000 lbs. fresh fish.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4.25; snappers, \$3. Georges halibut codfish, large, \$5; medium, \$4.25.

Eastern halfbut codfish, large, \$4.50; medium, \$4; snappers, \$3.

Dory handline codfish, large, \$4.50; medium, \$4; snappers, \$3.

Salt trawl bank codfish, large, \$4.25; medium, \$3.75; snappers, \$2.75.

Salt grift codfish, large, \$4.50; medium, \$4.

Cusk, large, \$8; medium, \$2; snappers, \$1.50.

Flitched halibut, 10c per lb.

Hake, \$1.80.

Haddock, \$1.75.

Pollock, \$1.75.

North Bay mackerel, \$12 per bbl. for large and medium rimmed; \$11 per bbl. for large and medium unrimmed; \$8 per bbl. for tinkers.

Fresh Fish.

Splitting prices:

Haddock, \$1.10 per cwt.

Western cod, large, \$2.50; medium, \$2.10; snappers, 75c.

Eastern cod, large, \$2.25; medium, \$1.95; snappers, 75c.

Drift cod, large, \$2.40; medium, \$2.

All codfish, not gilled, 10c per 100 pounds less than above.

Hake, \$1.40.

Cusk, large, \$1.80; medium, \$1.25; snappers, 50c.

Pollock, round 90c; dressed \$1.

Fresh halibut 15 1-2c for white and 10c for gray.

Large shore herring, \$3 per bbl. for bait; \$2 to freezer; \$1.75 to salt.

Fresh bluebacks, \$3 per bbl. for bait; \$1.75 to freezer; \$1 to salt.

Fresh mackerel, 21c each for large, 10c for medium.

Fresh shad, 15 cents each.

VERY LATEST HERRING NEWS

From the Times Correspondent at Bonne Bay, N. F., comes the report that herring are very scarce indeed and only small catches were made there yesterday. Most of the fleet have left that place for the Bay of Islands to get a load, sch. Bohemia among them.

The report says that a very few crafts are now at Bonne Bay. The prospects at Bay of Islands looks some better today than for some time.

Arrivals here this year have been very few to date, a marked contrast to other years, when many of the fleet would have arrived and discharged and started for the "West Coast" for a second load.

Mackerel at Cape Negro.

No more mackerel are being taken at Clark's Harbor, N. S., but Cape Negro has been visited by some schools of nice fish, considerable numbers having been taken by both traps and nets.

THE NEW FISH FREIGHT.

The Idea Is One of Much Merit.

Chairman McSweeney of the directors of the Port of Boston has an idea that the trolley line to the fish pier may lead to a distribution of its product by this means throughout eastern Massachusetts. And the same cars, he suggests, may return loaded with farm produce.

This idea has much merit. The distribution of fresh fish is a big job. Did you ever go over a country stage route and see the bulky box of fish dripping with the melted ice bundled from the coach to the flimsy wagon of the local fish-peddler, who had come to meet it, also re-enforced with ice? If so, you may suspect that here is an article the cost of which to the consumer has been multiplied many times by the bother and vexation of getting it to him.

Time is also a large factor with the housekeeper. She can get fresh fish none too soon after its coming out of the water. That a trolley connecting with the pier and unloading its product in front of the fish peddler's home or village store would be an improvement on the service now offered by the steam railroads and the express companies, seems wholly probable. And we ought to utilize to the limit all the facilities which the inventive genius of the world can give us.

We ought to eat more fish. It is a peculiarly lavish product of this corner of America. Meat will steadily advance in price with the increase of population and pressure on land but fish from the inexhaustible sea ought to be brought even more readily than now to the service of man.

Push your broom-stick fish wagon along, Brother McSweeney, and you will be a benefactor of your day and time!—Boston Herald Editorial.

Send Lobsters to the Pacific.

Six thousand good Boothbay Harbor lobsters are now on their way to the Pacific coast, where they are to be liberated in the waters of Puget Sound. The lobsters were brought up in the steamer Gannet from the Boothbay hatchery to Bath, and from there shipped in crates in a refrigerator car to Anacortes, Washington, where there is a government station. Superintendent Hahn will attend to the distribution of the lobsters, this being his fourth trip across the continent on such work. The lobsters are said to be about five years old, going out in 300 crates, they being packed in rockweed and kept in salt water, with a plentiful supply of salt water with which to give them a daily sprinkle, the temperature of the car being kept at 42 degrees. Fully 95 per cent of those previously shipped have reached the Pacific safely.

SALT MACKEREL HOLDING STRONG

Report on Irish salt mackerel.—Liverpool, Eng., October 31.—Shipments this week were as follows: To Boston, 455 bbls.; to Philadelphia, 11 bbls.; to Baltimore, 372 bbls.; total, 1577 bbls.; total shipments date, 1914 Irish Autumn, 4075 bbls.

Cablegram from Liverpool, Eng., November 14, 1914: Shipments to Boston this week, 601 bbls.; to other ports, 1593.

Irish mackerel statistics: Mackerel landed on the coasts of Ireland during the month of September, 1914, 31 bbls.; value, \$11,000; same month, 1913, 3485 bbls.; value, \$9000.

Said a prominent New York fish dealer last Tuesday: "An easier feeling is noted in the market for Norway and Irish mackerel prices being decided more in buyers' favor, in spite of the fact that recent large arrivals of Norway fish have gone freely into consumption."

"I don't look for any lower price on mackerel. People who have the stocks are not forcing them, therefore the market is easy. There is no danger of holders doing any forcing, therefore there is slight probability of prices going any lower," said a veteran New York authority last Wednesday.

"I noticed 1300 or 1400 barrels of Norway mackerel on the dock this (Wednesday) morning," said a New York salt fish merchant. "There were some Irish mackerel there also; but I think the catch of Irish mackerel on the other side is light."

"The one of the mackerel market is very strong. Cape Breton arrivals are now subject to quotation. You can put Cape Breton 140 to 150 at \$20, 160 to 170 at \$19, 175 to 200 at \$18," said an eminent New York authority last Thursday. "Yes, the market is very much stronger on mackerel of all kinds owing to the shortage of the Irish variety, and also due to the fact that the catch at Cape Breton is over," concluded this authority.

"Mackerel are selling only in hand-to-mouth way. There has been some little movement in Norway mackerel, but prices remain about the same. Our agent in Ireland reports shipments of Irish mackerel: To Boston for the week, 1577 barrels, making total shipments to date of 1914 Irish autumn mackerel 4075 barrels—not a very large quantity when we take into consideration that this whole great country had to divide those few barrels. Thus summarized the executive head of a large New York house last Wednesday.—Fishing Gazette.

Halibuter Spoken.

Capt. Charles Colson of sch. Natalie Hammond reports speaking sch. John Hays Hammond, Capt. Lemuel Spinney off Shelburne recently. At that time Capt. Spinney had about 35,000 pounds of shack aboard. He had taken out a small trip of halibut in Shelburne, N. S.

Nov. 26
Thanksgiving
Day. No paper
issued

Nov. 27

ALERT STRANDS ON FLORIDA BAR

Famous Craft May be a Total Loss—Is Full of Water and Tug Pulls in Vain—Was Bound For Snappers.

Sch. Alert Capt. Almon D. Malloch, which left here November 16 for Pensacola to engage in the snapper fishery lies stranded on Nassau bar, about three miles northeast of St. John's river, Florida, and it is feared will be a total loss. The craft is full of water and all efforts to float her have thus far been unsuccessful.

No particulars of the accident have been received. In a telegram sent by Capt. Malloch Wednesday evening to the insurance people, he only gave the position of the craft and asked for instructions.

Every effort is being made to save the vessel, but with her hold full of water, it is an admitted difficult problem. Another telegram received this

morning from the captain says that a towboat pulled on her yesterday, but without results. Another attempt will be made today.

The Alert, which was formerly a yacht, is an auxiliary propelled craft. She measures 99 tons gross and 74 tons net, and was built in Boston in 1888. Several years ago, the craft figured in a gasoline explosion while lying at Chisholm's wharf, this city, as a result of which Capt. James McShara died of injuries received.

Capt. Malloch recently returned from a North Bay seining trip and after taking out his fish, fitted for the southern snapper fishery.

The Alert is valued at \$8700 on vessel and outfits, on which there is an insurance of \$6700 through the office of John A. Johnson, the local insurance agent.

ANDROSCOGGIN TO BE HOSPITAL SHIP

Congressman Gardner has been in consultation with the Treasury Department with a view to making arrangements for the first cruise of the United States revenue cutter Androscoggin in the capacity of an experimental "hospital ship."

It will be remembered that Congressman Gardner last summer secured an amendment to the pending revenue cutter bill permitting the secretary of the treasury to fit out one of the United States revenue cutters for the purpose of rendering medical and surgical aid to the crews of American vessels engaged in the deep sea fisheries.

The revenue cutter Androscoggin has been selected for the purpose indicated. Congressman Gardner and Assistant Secretary of the Treasury Newton have been in consultation and it has been decided that a representative of the fishing interests thoroughly familiar with the movements and needs of the fishing fleet ought to come to Washington to plan the itinerary of the "Androscoggin."

The congressman has sent the following letter to the Board of Trade:

November 23, 1914.

My dear Sir:

I beg to advise you that the U. S. Revenue Cutter "Androscoggin" is being fitted out for the purpose of rendering medical and surgical aid to the crews of American vessels engaged in the deep sea fisheries. It is expected that she will be ready to enter upon her first cruise to the fishing grounds about the middle of December.

Assistant Secretary of the Treasury Newton, with whom I have been in communication, believes that in order to obtain the best results a representative of the fishing interests ought to come to Washington to confer with the Captain Commandant of the Revenue Cutter Service. This representative should be familiar with the movements and needs of the fishing fleet in order that the itinerary of the Androscoggin may be adequately planned.

I beg to express the hope that your organization will designate some representative to visit Washington for the purpose indicated.

Very truly yours,

AUGUSTUS P. GARDNER.

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U. S. MAY CONTROL SARDINE TRADE

Though the Maine catch of two-year-old herring, destined for the flat tin can, is much smaller than usual, Maine sardine packers do not expect their profits to lessen. French fishers and packers are serving in the army and French importations, the largest that usually come to this country are entirely cut off. With the North Sea mined British and Norwegian packers are out of business. Importations from Spain never reach a large figure. So the American packer has the home market to himself.

The American sardine had a struggle to establish himself as a sardine. Foreign packers tried to have him barred from the market under that name, but it was established by the testimony of experts that he was at least a first cousin of the Sardinian family and as such was entitled to bear the family name. The taking of these fish in the familiar weir was practiced by the Indians long before the white man came. They were used principally as bait until about 1870, when the first cannery was established at Eastport. They then came so rapidly into favor that more than a score of packing houses are now operated in that neighborhood.

In the opinion of connoisseurs the American sardine, when properly packed, is equal to any of those imported. The American packers made the mistake in the first place of putting their product on the market as a substitute for, not as a competitor with, the French sardine. They endeavored to cheapen the cost rather than to produce a high quality. As a result the American fish fell into disrepute and he price rapidly declined. The Federal government is now trying to have the packers use more care and produce a better quality of goods.

The American packer has handled the fish so carelessly that many have been broken and mangled. The French use olive oil in packing. The Americans have been using cotton seed oil because it is cheaper. The French cook their fish in boiling oil before placing them in the cans. The Americans place the fish and oil in the cans and cook them in steam retorts, the same process followed with sweet corn and tomatoes. These are the principal points of difference which tend to give the foreign product a superiority, and on which the American packers are now changing their methods.

Existing conditions will give American packers control of the sardine market and the improved quality of the product, if maintained, should enable them to retain it.—Boston Herald.

Fishing Fleet Movements.

Sch. Vanessa, Capt. William Corkum, passed Mulgrave, N. S., going south Monday.

British sch. Independence, IL, Capt. Newman Wharton, sailed from Canso, N. S., for Bay of Islands, N. F., Tuesday.

Sch. Gov. Foss, Capt. Fred Thompson, was at Shelburne, N. S., Monday and cleared for fishing.

Sch. Tattler, Capt. Alden Geel, bound for Bay of Islands, cleared from Shelburne, N. S., the same day.

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HADDOCKERS ARE STILL SHY

Bad Weather on Grounds Holds Back Many from Making Market.

The holiday brought but few arrivals at the new pier, a fleet of 10 crafts being on hand today.

Outside of sch. Corona which went up from here with her trip, no large catches were reported. There was one mackerel fare, the Tecumseh arriving with 700 large and medium fish which sold at 30 cents and 20 cents apiece.

Groundfish quotations were \$3.75 to \$5 a hundred pounds for haddock, \$4 to \$5.50 for large cod, \$2.75 to \$3 for market cod, \$3 to \$5 for hake, \$1.50 to \$1.60 for pollock.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Esther Gray, 8000 cod.
Str. Long Island, 23,000 haddock, 1500 cod.

Str. Billow, 24,000 haddock, 3300 cod.

Sch. Corona, 30,000 haddock, 45,000 cod.

Sch. Reading, 12,000 haddock, 8000 cod, 6000 hake.

Sch. Virginia, 7000 haddock, 2000 cod.
Sch. Mary Edith, 4500 haddock, 3000 cod, 1000 hake.

Sch. Flavilla, 3000 haddock, 300 cod, 2000 pollock.

Sch. Mary E. Sennett, 300 haddock, 1400 cod.

Sch. Tecumseh, 700 fresh mackerel.

Haddock, \$3.75 to \$5 per cwt.; large cod, \$4 to \$5.50; market cod, \$2.75 to \$3; hake, \$3 to \$5; pollock, \$1.50 to \$1.60; fresh mackerel, 30 cents and 20 cents each.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4.25; snappers, \$3. Georges halibut codfish, large, \$5; medium, \$4.25.

Eastern halibut codfish, large, \$4.50; medium, \$4; snappers, \$3.

Cusk, large, \$3; medium, \$2; snappers, \$1.50.

Flitched halibut, 10c per lb.
Hake, \$1.30.

Haddock, \$1.75.
Pollock, \$1.75.

Newfoundland herring, \$3.75 per bbl. for salt bulk.

Fresh Fish.

Splitting prices:

Haddock, \$1.10 per cwt.
Western cod, large, \$2.50; medium, \$2.10; snappers, 75c.

Eastern cod, large, \$2.25; medium, \$1.95; snappers, 75c.

Drift cod, large, \$2.40; medium, \$2. All codfish, not gilled, 10c per 100 pounds less than above.

Hake, \$1.40.
Cusk, large, \$1.80; medium, \$1.25; snappers, 50c.

Pollock, round 90c; dressed \$1.
Fresh halibut 15 1-2c for white and 10c for gray.

Fresh mackerel, 30c each for large 20c for medium.